AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (currently amended): An engine control apparatus, comprising:

a stop switch body for allowing the engine to stop or to be in an idling state;

a stop switch knob that abuts with the stop switch body to activate the stop switch body to allow the engine to stop or to be in an idling state;

a lock plate insertable to the stop switch knob;

a transponder that is provided at the lock plate side and transmits a predetermined ID code; and

a control section ~~that receives~~ operable to receive the ID code transmitted from the transponder and controls the engine operation based on the ID code, wherein

when the lock plate is disengaged from the stop switch knob, the stop switch body is activated to allow the engine to stop or to be in an idling state, and

the transponder is provided separately from the lock plate and is detachably attached to the lock plate or the vicinity thereof

wherein the control section is operable to change the engine performance based on the ID code from the transponder.

2. canceled.

3. (currently amended): The engine control apparatus of claim ~~2~~1, wherein the lock plate includes at least one convex section that has a groove-like shape over the surface of the lock plates and an attachment incorporating the transponder is attached to the convex section.

4. (currently amended): The engine control apparatus of claim ~~2~~1, wherein, based on the ID code the engine performance can be changed at least between a performance corresponding to a first engine performance and a performance corresponding to a second engine performance.

5. (currently amended): The engine control apparatus of claim 4, wherein the apparatus is operable to replace a first transponder with second transponder, ~~a~~ the first transponder having a first ID code corresponding to a first engine performance and the second transponder having ~~with~~ a ~~second transponder with~~ a second ID code corresponding to a second engine performance.

6. (previously presented): The engine control apparatus of claim 4, wherein the first performance corresponds to a beginner and the second performance corresponds to an experienced user.

7. (currently amended): The engine control apparatus of claim ~~2~~1, wherein the lock plate includes at least one concave section with a hole to which an attachment incorporating the transponder is inserted into.

8. (currently amended): The engine control apparatus of claim ~~2~~1, wherein the lock plate includes an upper end and a lower end, the ~~upper and the~~ lower end ~~each have at least one~~ having two protrusions ~~protrusions~~ with a hole each that are operable to be aligned so that a pin can be inserted, the lower end incorporating the transducer.

9. (previously presented): The apparatus of claim 4, wherein the attachment is operable to absorb vibrations from the engine.

10. (previously presented): The apparatus of claim 7, wherein the attachment is operable to absorb vibrations from the engine.

11. (previously presented): The apparatus of claim 8, wherein the attachment is operable to absorb vibrations from the engine.